

The Hong Kong Daily Press.

No. 5339 號九十三百二十五年 日一金月七年戊甲治同

HONGKONG, TUESDAY, 1st SEPTEMBER, 1874.

二月九號 號一月九英 港香

PRICE \$2 PER MONTH.

Arrivals.

August 31, DIONED, British steamer, 1,201
Tons, Liverpool 31st July, Port Said
27th, Suez 28th, Penang 19th August,
and Singapore 24th, General—BUTTER-
FIELD & SWIRE.

August 31, FAUCH BALAUG, German bark,
277, Rüter, Whampoa August, 29th—
CALDWELL & CO.

Departures.

August 31, BOHIANA, str., for Shanghai.
August 31, CHINA, str., for Canton.
August 31, NINGO, str., for Shanghai.
ly 1887)

Clearances.

AT THE HARBOUR MASTER'S OFFICE,
AUGUST 31st.
Fleeting, for Manila.
Gloucester, for Amoy.
There, for Foochow.
Ningpo, str., for Shanghai.
Fauch Balauge, for Tientsin.
Comet, for Manila.
Lucky, for Chefoo.

Passengers.

Arrived
For Diced, from Liverpool, &c.—
For Hongkong—Mrs. Morrison, and 250
Chinese. For Shanghai—Mrs. Pike. For San
Francisco—Captain and Mrs. Taylor, and two
children.

DEPARTED.

Per Ningpo, str., for Shanghai—
50 Chinese.

Reports.

The British steamer *Dioned* reports left
Liverpool on 11th July, Port Said on the 27th;
Suez on the 28th; arrived at Penang on 16th
August, and left again on the same day; ar-
rived at Singapore on 21st August, and left
again on the 24th. Had fine weather to Port
Said, with S. and S.W. winds. In the Red Sea
fine weather and light breeze from the N.E.
From 11th, 110 N. and long. 39° 30' E. to 10° 20' N.
and long. 31° 30' E. wind increased to
50 knots, and heavy seas. Had variable
S.E. winds and heavy rains to Panang, and to
Singapore had fine weather. Up the China Sea, had
the first part fine weather and light airs, after-
wards variable, with rain and fresh N.E. winds.

SHANGHAI SHIPPING.

ARRIVALS.
August 7th, Concorde, Nagasaki—12th.
Laughton Warf, Penang—13th, 14th.
Lion, London—Adda from Ewoch—14th.
Jathia from Tientsin—14th, Able of Abercorn
from Sydney—15th, Charly from Nagasaki—
20th, Dangana from Yokohama.

DEPARTURES.

Eliza Shaw for Foochow, Burma
from Nagasaki—10th, Lauderdale for London—
13th, Hamburg for Nagasaki—15th, Norden
Oasis for London, Kusow for London—19th,
Georgia for Nagasaki.

YOKOHAMA SHIPPING.

ARRIVALS.
August 1st, Japan from Hongkong, Pride
of the Thunes from Nagasaki, Cunliffe from
London—2nd, str. *Cholmondeley* from San Francisco,
str. *Orissa* from Manila—3rd, 4th, *Cathay* from
Liverpool—5th, *Orissa* from Hongkong—6th, *Orissa*
from Shanghai—7th, Able of Abercorn
from Sydney—13th, *Orissa* from Hongkong—
12th, str. *Great Republic* from Hongkong—
12th, str. *Great Republic* from Shanghai.

DEPARTURES.

August 1st, str. *Kinshia* for West Coast of
Japan, Harrington for Foochow—9th, *Orissa*
for San Francisco—10th, *Orissa* for Hongkong—
10th, *Orissa* for Nagasaki—11th, *Orissa* for
London—12th, *Orissa* for Nagasaki—13th, *Orissa*
for London, *Kusow* for London—19th,
Georgia for Nagasaki.

Vessels that have arrived in Europe

from Ports in China, Japan and
Manila.

(Per last Mail's advice.)

Per *Eliza Shaw*, from Date of Arrival
Glasgow (s).... Nagasaki..... 1st
Fran. Children (s).... Nagasaki..... 1st
Per *Eliza Shaw*, from Date of Arrival
Glasgow (s).... Nagasaki..... 1st
Glasgow (s).... China Ports..... 24

Vessels Expected at Hongkong.

(Arrived at Date.)
Vessel Name. From. Dates.
Decouman.... Cardif. Jan. 15
Alejandro.... New York. Jan. 19
Frances.... London. Feb. 19
A. M..... London. Feb. 23
Oscar.... Panam. April 8
Oscar.... North American—Liverpool. April 10
Sir Harry Parker.... London. May 10
W. G. Platten.... Cardif. May 12
Palom.... London. May 25
Frederick Tudor.... Cardif. May 29
Eugenio.... Cardif. June 2
Eduardo.... London. June 13
Carmen.... Penang. June 18
Marina.... Penang. June 18
Stepano.... Penang. June 20
Lord Macaulay.... Liverpool. June 23
Bemah.... London. June 24
Canton.... Penang. June 28
Hannibal.... Cardif. July 10
Brock.... London. July 13
Honolulu.... Hamburg. July 17
Paris (s).... London. July 18

Auction Sales To-day.

Now.

THE SWISS LLOYD'S TRANSPORT
INSURANCE COMPANY,
WINTERHUR. Capital
Co-insured with French Lloyd, Paris, for 7,000,000
AND WITH French Company, Paris, 5,000,000

THE Undersigned, having been appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

VOGEL EAGEDORN & Co.

Agents
1st 1042 Hongkong, 1st July, 1874.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

VOGEL EAGEDORN & Co.

Agents
1st 1042 Hongkong, 1st July, 1874.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

NOTICE.

THE Undersigned, being appointed
Agent for the above Company, are prepared to grant Policies on Marine Risks, all
part of the World at Current Rates, allowing
normal Brokerage.

and putting the *Actor* in such a form that the Government might be satisfied with it. Sir Hercules Robinson had made every preparation, certainly he was not in a position to say that the session had been accepted. (Hear, hear.)

Earl Granville thought it very important that the Government should not be in any hurry in this matter. Their lordships had not yet had the opportunity of considering the Report which had just been placed in their hands. It is, however, open to them to do so. The public discussion should have taken place before the Government formed any final determination on the matter. He did not even now quite understand the state of matters. It was impossible to have listened to this hasty observation and to have heard what had been advanced *pro et con* without feeling that there he should weigh and consider. He repeated, he should be in a position to do so, after very grave consideration. He feared they were taking something like "a leap in the dark" at a very long distance indeed; and the Government should not act hastily, but give more time for consideration. (Hear, hear.)

THE "HWEL-PAO" (CHINESE PAPER) ON RAILWAYS.

Many years since, foreigners discussed the advisability of manufacturing His Majesty to authorising the construction of railways. As the time of late been again import, and it is again a question of great importance should be examined in all its bearings. We propose to review the cause which led to their introduction abroad, to discuss their pecuniary advantages or the reverse, and the accidents that attend their working.

1.—Railways were first constructed in England, then in America, then in Belgium, and afterwards by France, Germany, and other countries. When we heard foreign dealers in America, that the introduction of railways was such an important measure, the construction of a line, we trust the Government will strictly prohibit their doing so, and enforce their prohibition by putting a stop to the work. The statement which foreigners made that railways must increase the profits of trade is a wild imagination, uttered in order to deceive and seduce us into adopting them. Railway Companies do make money, but not for the sake of the profits of trade, but because they deprive the boat-owners of their profits, but because they deprive the boat-owners of their profits, and that not by insinuating a new branch of industry, but by appropriating the profits of one already in existence. We propose to discuss the manner in which this is effected in a subsequent article.

2.—Railways have now been in use there for some thousand years, and have handed down from one to another through many generations.

3.—For a time we learned that it was only in 1815 that the first 1000 yards were spent in discussing the necessities of railways, and that it was only in 1831 that the first railroad was opened; since then the number has been continually increasing. But, since the opening of this first line 43 years have elapsed, and from so short an experience foreigners have no right to maintain so decided their great benefits. Still if benefits do come from their construction, China should be allowed to follow the example of foreign nations, and adopt them. We incline, however, to the belief that the advantages railways confer, are but few in comparison with the harm they work. Seeing that China abdicated but little inclination to introduce railroads, a number of foreigners interested in the matter, themselves constructed a line to present to the Emperor. In order to force their adoption on him, such a line was constructed, having to be performed at night only.

4.—SHOCKING ACCIDENT ON THE METROPOLITAN RAILWAY.—A man named Thomas Perry, who was engaged in the Paddington-road station to lift a heavy load, and was having to be performed at night only.

5.—PERRY, A BUILDER BROKEN AT THE BREAST.—On Wednesday, the 21st of June, of Wadsworth, he unsuccessfully extracted a French musket bullet from the hand of James Jenkins, weighing over three-quarters of an ounce, which was firmly embedded in him at the Battle of Waterloo. In spite of the inconvenience arising from the bullet during nearly 60 years that man has worked uninterruptedly as an agricultural labourer in the parish, where he bears an excellent character. He is 80 years of age.

6.—Note.—It does not make their profits by the use of nature, i.e., by utilizing the sea and rivers for the carriage of goods, by the cultivation of unoccupied land, and trade as a natural consequence.

7.—CHINA, therefore, should not accede at once to their desire to introduce railways is not extraordinary; for why should she act with so much greater promptitude than was found possible in Europe?

8.—Let us now examine how they influence trade. The primary object of the construction of all the English railways was to expedite the carriage of coal, and the first line was laid from Liverpool, the terminus of the large American cotton trade, to Manchester, which is the largest cloth manufacturing town in England. Merchandise could then be transported in larger quantities and in less time than by land, road, and trade as a natural consequence.

9.—CHINA, however, should not accede at once to their desire to introduce railways is not extraordinary; for why should she act with so much greater promptitude than was found possible in Europe?

10.—Let us now examine how they influence trade. The primary object of the construction of all the English railways was to expedite the carriage of coal, and the first line was laid from Liverpool, the terminus of the large American cotton trade, to Manchester, which is the largest cloth manufacturing town in England. Merchandise could then be transported in larger quantities and in less time than by land, road, and trade as a natural consequence.

11.—CHINA, however, should not accede at once to their desire to introduce railways is not extraordinary; for why should she act with so much greater promptitude than was found possible in Europe?

12.—Let us now examine how they influence trade. The primary object of the construction of all the English railways was to expedite the carriage of coal, and the first line was laid from Liverpool, the terminus of the large American cotton trade, to Manchester, which is the largest cloth manufacturing town in England. Merchandise could then be transported in larger quantities and in less time than by land, road, and trade as a natural consequence.

13.—CHINA, however, should not accede at once to their desire to introduce railways is not extraordinary; for why should she act with so much greater promptitude than was found possible in Europe?

14.—Let us now examine how they influence trade. The primary object of the construction of all the English railways was to expedite the carriage of coal, and the first line was laid from Liverpool, the terminus of the large American cotton trade, to Manchester, which is the largest cloth manufacturing town in England. Merchandise could then be transported in larger quantities and in less time than by land, road, and trade as a natural consequence.

15.—CHINA, however, should not accede at once to their desire to introduce railways is not extraordinary; for why should she act with so much greater promptitude than was found possible in Europe?

16.—Let us now examine how they influence trade. The primary object of the construction of all the English railways was to expedite the carriage of coal, and the first line was laid from Liverpool, the terminus of the large American cotton trade, to Manchester, which is the largest cloth manufacturing town in England. Merchandise could then be transported in larger quantities and in less time than by land, road, and trade as a natural consequence.

17.—CHINA, however, should not accede at once to their desire to introduce railways is not extraordinary; for why should she act with so much greater promptitude than was found possible in Europe?

18.—Let us now examine how they influence trade. The primary object of the construction of all the English railways was to expedite the carriage of coal, and the first line was laid from Liverpool, the terminus of the large American cotton trade, to Manchester, which is the largest cloth manufacturing town in England. Merchandise could then be transported in larger quantities and in less time than by land, road, and trade as a natural consequence.

19.—CHINA, however, should not accede at once to their desire to introduce railways is not extraordinary; for why should she act with so much greater promptitude than was found possible in Europe?

20.—Let us now examine how they influence trade. The primary object of the construction of all the English railways was to expedite the carriage of coal, and the first line was laid from Liverpool, the terminus of the large American cotton trade, to Manchester, which is the largest cloth manufacturing town in England. Merchandise could then be transported in larger quantities and in less time than by land, road, and trade as a natural consequence.

21.—CHINA, however, should not accede at once to their desire to introduce railways is not extraordinary; for why should she act with so much greater promptitude than was found possible in Europe?

22.—Let us now examine how they influence trade. The primary object of the construction of all the English railways was to expedite the carriage of coal, and the first line was laid from Liverpool, the terminus of the large American cotton trade, to Manchester, which is the largest cloth manufacturing town in England. Merchandise could then be transported in larger quantities and in less time than by land, road, and trade as a natural consequence.

23.—CHINA, however, should not accede at once to their desire to introduce railways is not extraordinary; for why should she act with so much greater promptitude than was found possible in Europe?

24.—Let us now examine how they influence trade. The primary object of the construction of all the English railways was to expedite the carriage of coal, and the first line was laid from Liverpool, the terminus of the large American cotton trade, to Manchester, which is the largest cloth manufacturing town in England. Merchandise could then be transported in larger quantities and in less time than by land, road, and trade as a natural consequence.

25.—CHINA, however, should not accede at once to their desire to introduce railways is not extraordinary; for why should she act with so much greater promptitude than was found possible in Europe?

26.—Let us now examine how they influence trade. The primary object of the construction of all the English railways was to expedite the carriage of coal, and the first line was laid from Liverpool, the terminus of the large American cotton trade, to Manchester, which is the largest cloth manufacturing town in England. Merchandise could then be transported in larger quantities and in less time than by land, road, and trade as a natural consequence.

27.—CHINA, however, should not accede at once to their desire to introduce railways is not extraordinary; for why should she act with so much greater promptitude than was found possible in Europe?

28.—Let us now examine how they influence trade. The primary object of the construction of all the English railways was to expedite the carriage of coal, and the first line was laid from Liverpool, the terminus of the large American cotton trade, to Manchester, which is the largest cloth manufacturing town in England. Merchandise could then be transported in larger quantities and in less time than by land, road, and trade as a natural consequence.

29.—CHINA, however, should not accede at once to their desire to introduce railways is not extraordinary; for why should she act with so much greater promptitude than was found possible in Europe?

30.—Let us now examine how they influence trade. The primary object of the construction of all the English railways was to expedite the carriage of coal, and the first line was laid from Liverpool, the terminus of the large American cotton trade, to Manchester, which is the largest cloth manufacturing town in England. Merchandise could then be transported in larger quantities and in less time than by land, road, and trade as a natural consequence.

31.—CHINA, however, should not accede at once to their desire to introduce railways is not extraordinary; for why should she act with so much greater promptitude than was found possible in Europe?

32.—Let us now examine how they influence trade. The primary object of the construction of all the English railways was to expedite the carriage of coal, and the first line was laid from Liverpool, the terminus of the large American cotton trade, to Manchester, which is the largest cloth manufacturing town in England. Merchandise could then be transported in larger quantities and in less time than by land, road, and trade as a natural consequence.

33.—CHINA, however, should not accede at once to their desire to introduce railways is not extraordinary; for why should she act with so much greater promptitude than was found possible in Europe?

34.—Let us now examine how they influence trade. The primary object of the construction of all the English railways was to expedite the carriage of coal, and the first line was laid from Liverpool, the terminus of the large American cotton trade, to Manchester, which is the largest cloth manufacturing town in England. Merchandise could then be transported in larger quantities and in less time than by land, road, and trade as a natural consequence.

35.—CHINA, however, should not accede at once to their desire to introduce railways is not extraordinary; for why should she act with so much greater promptitude than was found possible in Europe?

36.—Let us now examine how they influence trade. The primary object of the construction of all the English railways was to expedite the carriage of coal, and the first line was laid from Liverpool, the terminus of the large American cotton trade, to Manchester, which is the largest cloth manufacturing town in England. Merchandise could then be transported in larger quantities and in less time than by land, road, and trade as a natural consequence.

37.—CHINA, however, should not accede at once to their desire to introduce railways is not extraordinary; for why should she act with so much greater promptitude than was found possible in Europe?

38.—Let us now examine how they influence trade. The primary object of the construction of all the English railways was to expedite the carriage of coal, and the first line was laid from Liverpool, the terminus of the large American cotton trade, to Manchester, which is the largest cloth manufacturing town in England. Merchandise could then be transported in larger quantities and in less time than by land, road, and trade as a natural consequence.

39.—CHINA, however, should not accede at once to their desire to introduce railways is not extraordinary; for why should she act with so much greater promptitude than was found possible in Europe?

40.—Let us now examine how they influence trade. The primary object of the construction of all the English railways was to expedite the carriage of coal, and the first line was laid from Liverpool, the terminus of the large American cotton trade, to Manchester, which is the largest cloth manufacturing town in England. Merchandise could then be transported in larger quantities and in less time than by land, road, and trade as a natural consequence.

41.—CHINA, however, should not accede at once to their desire to introduce railways is not extraordinary; for why should she act with so much greater promptitude than was found possible in Europe?

42.—Let us now examine how they influence trade. The primary object of the construction of all the English railways was to expedite the carriage of coal, and the first line was laid from Liverpool, the terminus of the large American cotton trade, to Manchester, which is the largest cloth manufacturing town in England. Merchandise could then be transported in larger quantities and in less time than by land, road, and trade as a natural consequence.

43.—CHINA, however, should not accede at once to their desire to introduce railways is not extraordinary; for why should she act with so much greater promptitude than was found possible in Europe?

44.—Let us now examine how they influence trade. The primary object of the construction of all the English railways was to expedite the carriage of coal, and the first line was laid from Liverpool, the terminus of the large American cotton trade, to Manchester, which is the largest cloth manufacturing town in England. Merchandise could then be transported in larger quantities and in less time than by land, road, and trade as a natural consequence.

45.—CHINA, however, should not accede at once to their desire to introduce railways is not extraordinary; for why should she act with so much greater promptitude than was found possible in Europe?

46.—Let us now examine how they influence trade. The primary object of the construction of all the English railways was to expedite the carriage of coal, and the first line was laid from Liverpool, the terminus of the large American cotton trade, to Manchester, which is the largest cloth manufacturing town in England. Merchandise could then be transported in larger quantities and in less time than by land, road, and trade as a natural consequence.

47.—CHINA, however, should not accede at once to their desire to introduce railways is not extraordinary; for why should she act with so much greater promptitude than was found possible in Europe?

48.—Let us now examine how they influence trade. The primary object of the construction of all the English railways was to expedite the carriage of coal, and the first line was laid from Liverpool, the terminus of the large American cotton trade, to Manchester, which is the largest cloth manufacturing town in England. Merchandise could then be transported in larger quantities and in less time than by land, road, and trade as a natural consequence.

49.—CHINA, however, should not accede at once to their desire to introduce railways is not extraordinary; for why should she act with so much greater promptitude than was found possible in Europe?

50.—Let us now examine how they influence trade. The primary object of the construction of all the English railways was to expedite the carriage of coal, and the first line was laid from Liverpool, the terminus of the large American cotton trade, to Manchester, which is the largest cloth manufacturing town in England. Merchandise could then be transported in larger quantities and in less time than by land, road, and trade as a natural consequence.

51.—CHINA, however, should not accede at once to their desire to introduce railways is not extraordinary; for why should she act with so much greater promptitude than was found possible in Europe?

52.—Let us now examine how they influence trade. The primary object of the construction of all the English railways was to expedite the carriage of coal, and the first line was laid from Liverpool, the terminus of the large American cotton trade, to Manchester, which is the largest cloth manufacturing town in England. Merchandise could then be transported in larger quantities and in less time than by land, road, and trade as a natural consequence.

53.—CHINA, however, should not accede at once to their desire to introduce railways is not extraordinary; for why should she act with so much greater promptitude than was found possible in Europe?

54.—Let us now examine how they influence trade. The primary object of the construction of all the English railways was to expedite the carriage of coal, and the first line was laid from Liverpool, the terminus of the large American cotton trade, to Manchester, which is the largest cloth manufacturing town in England. Merchandise could then be transported in larger quantities and in less time than by land, road, and trade as a natural consequence.

55.—CHINA, however, should not accede at once to their desire to introduce railways is not extraordinary; for why should she act with so much greater promptitude than was found possible in Europe?

56.—Let us now examine how they influence trade. The primary object of the construction of all the English railways was to expedite the carriage of coal, and the first line was laid from Liverpool, the terminus of the large American cotton trade, to Manchester, which is the largest cloth manufacturing town in England. Merchandise could then be transported in larger quantities and in less time than by land, road, and trade as a natural consequence.

57.—CHINA, however, should not accede at once to their desire to introduce railways is not extraordinary; for why should she act with so much greater promptitude than was found possible in Europe?

58.—Let us now examine how they influence trade. The primary object of the construction of all the English railways was to expedite the carriage of coal, and the first line was laid from Liverpool, the terminus of the large American cotton trade, to Manchester, which is the largest cloth manufacturing town in England. Merchandise could then be transported in larger quantities and in less time than by land, road, and trade as a natural consequence.

59.—CHINA, however, should not accede at once to their desire to introduce railways is not extraordinary; for why should she act with so much greater promptitude than was found possible in Europe?

60.—Let us now examine how they influence trade. The primary object of the construction of all the English railways was to expedite the carriage of coal, and the first line was laid from Liverpool, the terminus of the large American cotton trade, to Manchester, which is the largest cloth manufacturing town in England. Merchandise could then be transported in larger quantities and in less time than by land, road, and trade as a natural consequence.

61.—CHINA, however, should not accede at once to their desire to introduce railways is not extraordinary; for why should she act with so much greater promptitude than was found possible in Europe?

62.—Let us now examine how they influence trade. The primary object of the construction of all the English railways was to expedite the carriage of coal, and the first line was laid from Liverpool, the terminus of the large American cotton trade, to Manchester, which is the largest cloth manufacturing town in England. Merchandise could then be transported in larger quantities and in less time than by land, road, and trade as a natural consequence.

63.—CHINA, however, should not accede at once to their desire to introduce railways is not extraordinary; for why should she act with so much greater promptitude than was found possible in Europe?

64.—Let us now examine how they influence trade. The primary object of the construction of all the English railways was to expedite the carriage of coal, and the first line was laid from Liverpool, the terminus of the large American cotton trade, to Manchester, which is the largest cloth manufacturing town in England. Merchandise could then be transported in larger quantities and in less time than by land, road, and trade as a natural consequence.

65.—CHINA, however, should not accede at once to their desire to introduce railways is not extraordinary; for why should she act with so much greater promptitude than was found possible in Europe?

66.—Let us now examine how they influence trade. The primary object of the construction of all the English railways was to expedite the carriage of coal, and the first line was laid from Liverpool, the terminus of the large American cotton trade, to Manchester, which is the largest cloth manufacturing town in England. Merchandise could then be transported in larger quantities and in less time than by land, road, and trade as a natural consequence.

67.—CHINA, however, should not accede at once to their desire to introduce railways is not extraordinary; for why should she act with so much greater promptitude than was found possible in Europe?

68.—Let us now examine how they influence trade. The primary object of the construction of all the English railways was to expedite the carriage of coal, and the first line was laid from Liverpool, the terminus of the large American cotton trade, to Manchester, which is the largest cloth manufacturing town in England. Merchandise could then be transported in larger quantities and in less time than by land, road, and trade as a natural consequence.

69.—CHINA, however, should not accede at once to their desire to introduce railways is not extraordinary; for why should she act with so much greater promptitude than was found possible in Europe?

70.—Let us now examine how they influence trade. The primary object of the construction of all the English railways was to expedite the carriage of coal, and the first line was laid from Liverpool, the terminus of the large American cotton trade, to Manchester, which is the largest cloth manufacturing town in England. Merchandise could then be transported in larger quantities and in less time than by land, road, and trade as a natural consequence.

71.—CHINA, however, should not accede at once to their desire to introduce railways is not extraordinary; for why should she act with so much greater promptitude than was found possible in Europe?

72.—Let us now examine how they influence trade. The primary object of the construction of all the English railways was to expedite the carriage of coal, and the first line was laid from Liverpool, the terminus of the large American cotton trade, to Manchester, which is the largest cloth manufacturing town in England. Merchandise could then be transported in larger quantities and in less time than by land, road, and trade as a natural consequence.

